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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY

Czechoslovnkia

SUBJECT

Aircraft and Accessories Stocked in Greehoslovakia

PLACE ACQUIRED (BY SOURCE)

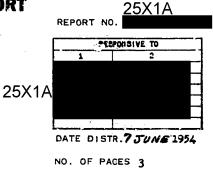
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1. The following table is an inventory of aircraft stocks in Czechoslovakia at the end of Worldwar IT and as of the latest date of information which was 1948.

A. Aircraft, stocks formerly German

	1945	1948	
Siebel 204 (C-3)	20	60	
Arado 96 (C-2)	30	70	
Mer109 (S-199)	25		delivered to Israel)
(Junkers engine replaced by BMW)		, , , , , , ,	
Mo-262	2	7	
Fieseler-Storch	15	40	
Aero-45	Ó	10	
(Tourist 4-seater)	_		
Sokol Mic	0	70	
(Sport 2-seater)	-	• •	
Bonzo,	0	1	*
(Tourist 4-seater)			
Buecker-132	5	60	
(Trainer 2-seater)	_		
Z-22 (Trainer)	0	10	
Z-26 (Trainer)	0	1	
Heinkel-219	2	2	
(Experimental) (disassembled)			
Focke-Wulf		2	
(2-rotor Helicopter)			
Praga E		11	
(Tourist 4-seater)			

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L. Aircraft, Stocks formerly Royal Air Force
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Spitfires 60 Liberators (B-24) 12

15 60

These were to be returned in 1947 in exchange for Mosquitoes, but is is not known whether this exchange actually took place.

Anson

2

As to the disposal of these aircraft, no information available.

C. Aircraft, formerly American surplus

C-47 Norseman

*40

*The 40 C-47's were disposed of as follows:

Rebuilt for civilian use as 21-seat passenger planes: 26 (actually only 21 were rebuilt like this, the rest unknown)

Rebuilt as cargo planes: 6 Destined to be dismantled: 8

D. Airoraft, commercial

hippy from

Ju-352 Ju-52aa Ju-90 Ju-92 from AIR FRANCE

1 6 2 (1 Rudy Letov 1946)

2. Aircraft engines were stocked as follows:

	1945	1948	
Argus 410 & 411 (for Siebel & Arado)	50	150	
BMW (for Me-109) DB-213 (research)	30 2	120	
Walter Minor 4/III (for Aero-45, Z-22, Z-25, and Sokol)	٥	15 (partially assembled) 50 (license to Yugoslavia, later cancelled)	r
Walter Minor 6 (development)		2 Applications	
Praga D		20	

3. Components for aircraft and aircraft instruments were available in large quantities from German stocks left behind after the end of World War II. Furtished Caschoslovakian industry was self-sufficient and developed their own accessories and instruments.

4. Location of aircraft engines and instruments

Aircraft:

81-204. . . . Aero and CED (Karlin) Ar-96 . . . Letov & Avia

Ne-109 . . . Aero & Avia Ne-262 . . . Avia Fi-Storch . . . Checen

Ac-45 . . . Aero Bu-132 . . . Aero Zlin types 21'n

Zlin types . . . Zlin Sokol & Bonso . . Chocen

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Aircraft engines:

Aircraft instruments:

Jiblava, Jelesin, sic7, etc.

5. All aircraft and parts were under the jurisdiction of the Czechoslovakian Air Force and of the Central Management of the Entionalized Metal Industry (Ustredni reditelstvi snarodneneho kovuprumyslu) respectively. Other than the 60 to 80 Me-109's obtained by Israel, there is no other information as of 1948 relating to further disposals of aircraft.

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of the war. Furthermore,

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